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FRIDAY, SEPTEMBER 24, 1909.

五時

九月廿四號

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SINGLE COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS £15,000,000

Sterling £15,000,000

Silver \$15,000,000

£15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Gresson—Chairman.

H. E. Tomkins, Esq.—Deputy Chairman.

J. W. Bandow, Esq.

S. G. Barrett, Esq.

C. S. Gubbe, Esq.

W. Holm, Esq.

C. R. Lenmans, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 21st August, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000

RESERVE FUND \$1,575,000

RESERVE LIABILITIES OF PROPRIETORS \$1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " " 3½ "

" " 3 " " 3½ "

WM. DICKSON,

Manager.

Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP GOLD \$1,250,000

ABOUT MEX \$7,322,222

RESERVE FUND GOLD \$1,250,000

ABOUT MEX \$7,322,222

HEAD OFFICE:

6 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADBENDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES' BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

for 12 months 4½ per cent. per annum.

6 " " 4 " " "

8 " " 3 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1909. [22]

NEDERLANDSche HANDEL MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L1750,000)

RESERVE FUND FL 1,185,745

(about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Charibon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palimbang, Kota Radja (Aches), Banderoes.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Salou, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 5% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 22nd July 1909. [23]

Banks

YOKOHAMA SPECIAL BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 15,900,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN.

KOBE, PEKIN, NEWCHWANG.

OSAKA, DALNY.

NAGASAKI, PORT ARTHUR.

LYONS, ANTUNG.

NEW YORK, LIOUANG.

SAN FRANCISCO, MUKDEN.

HONOLULU, TIE-LING.

BOMBAY, CHANG-CHUN.

HANKOW.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE, SOMALI Noon, Freight and Passage.

& YOKOHAMA Capt. A. T. Cubitt 25th Sept. Passage.

SHANGHAI HIMALAVA About Freight and Passage.

CAPTAIN Capt. L. E. S. Spicer, R.N.R. 30th Sept. See Special Advertisement.

LONDON, &c., via usual Ports DELTA Capt. B. W. H. Snow and Oct. See Special

and MARSEILLES About Freight and Passage.

For Further Particulars, apply to E. A. HEWETT,

Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 24th September, 1909. [24]

Intimations.

NOTICE.

THE NEW LIQUOR DUTIES.

LANE, CRAWFORD & CO.

HAVE NOT advanced their price of Liquors

AND

WILL NOT do so until their existing stocks are exhausted.

REGULAR RETAIL CUSTOMERS will be supplied at old rates until further notice.

WHOLESALE QUANTITIES CANNOT BE SUPPLIED.

LANE, CRAWFORD & CO. [25]

Champagnes, Sherrries,
Marsalas, Madeira,
Porta, Claret,
Burgundies, Hocks & Moselles,
Brandies, Gins,
Whiskies, Vermouths,
Bitters, Liqueurs,
Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO., Wine & Spirit Merchants, 15, Queen's Road Central. [26]

Hongkong, 1st September, 1909. [27]

Hotels.

HOTEL PLEASANTON, No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY. LUTZ,
MANAGER.

HOTEL CRAIGIEBURN, PLUNKETT'S GAP, the PEAK, near the TEAH TERMINUS Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 15th August, 1909. [28]

Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Cabin and Cabin Accommodation.

Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUITAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 3 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 3 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANT

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFLINGER"	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"GOLENZ"	About SATURDAY, 16th Oct.
	Capt. H. Raegener	

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd September, 1909. [5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL
TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	Costa	27th Sept., P.M.
MARSEILLE, VIA PORTS	POLYNESIEN	Broc.	28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelin	15th Oct., P.M.
MARSEILLE, VIA PORTS	OCEANIEN	Sellier	15th Oct., at 1 P.M.

Transhipment—on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 50 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 21st September, 1909. [9]

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents

Hongkong, 9th October, 1909. [14]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF DAGUILLAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.
Leaves Ground. All kinds of Repairs. Speciales for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.
London, GAGCOTT, SHANGHAI.
1, John Street, Bedford Row, W.C. 59, Basildon Street, 166, Nanjing Road, Hongkong, 10th March, 1909. [15]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 515 ft.

Width of Entrance ... 80 "

Water on Blocks 28 "

NO. 2 DOCK.

Docking Length.....376 ft.

Width of Entrance... 50 "

Water on Blocks ... 26 "

NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)

Docking Length.....481 ft.

Width of Entrance... 63 "

Water on Blocks.....21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs; Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I., and Watkins.

Yokohama, April 28th, 1903. [46]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 20th March, 1903. [46]

TO LET.

TO LET.

In No. 6, DES VIEUX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASOON & CO., LTD.

Hongkong, 15th September, 1909. [46]

TO LET.

158, P.R.A.YA EAST.

Apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 22nd September, 1909. [67]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909. [46]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, DES VIEUX ROAD Central (formerly occupied by Messrs. Shawan, Tomes & Co.).

Apply to—

THE GOMPRADORE DEPARTMENT,

E. D. SASOON & CO., LTD.

Queen's Road Central.

Hongkong, 11th September, 1909. [46]

TO LET.

NO. 1 & 3 MORRISON HILL, also

OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 20th May, 1909. [46]

TO LET.

OFFICES, NO. 2, CONNAUGHT ROAD, 3rd Floor.

NO. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-KHE-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VIEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VIEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909. [51]

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th June, 1909. [51]

TO LET.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free

Hongkong, 29th June, 1904. [51]

TO LET.

DR. M. H. CHAUH.

THE LATEST METHOD

of

AMERICAN SYSTEM OF DENTISTRY

14, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1909. [51]

WHAT IS?

HOW WE GOT STOPS AND LETTERS.

"Io" is the Latin word for an exclamation of joy, and our note of admiration is nothing but this old word arranged in rather different fashion—thus I over O. Just as simple is the origin of our interrogation mark. Quiescio is the Latin for question. But this word was too long to insert bodily, so became abbreviated to its first and last letters Q over O. In one European language—Spanish—both these signs are used at the beginning, instead of at the end of a sentence. The Spaniard will tell you that this is in order to prepare anyone reading aloud to take the proper tone.

Another sign which we use every day in writing, and which we probably never consider the origin of, is O/O, meaning per cent. This is also extremely simple. O stands for centum, or hundred. A line drawn between the two noughts gives the exact meaning of "through a hundred," "per" being the Latin for "through."

PUNCTUATION CAPITALS AND ITALICS.

In some early English manuscripts there is no punctuation at all, no capitals, and no italics. Yet some system of punctuation was known to the Greeks 20 centuries ago. It was not, however, till the introduction of printing that punctuation became usual. The Macutian firm of Venice, first employed it, about the year 1490. The first English book in which all the stops we use to-day appeared is Sir Philip Sidney's "Arcadia," printed in 1593. Capital letters came into use about the same time.

Towards the end of the 15th century a book was written upon the art of reading a printed book. There were at the time so many abbreviations in use that learning to read was a much more serious matter than it is to-day. The famous Venetian printer, Aldus Manutius, invented italic letters, which gained their name from his dedicating them to the Italian States. In this way he got rid of most of these abbreviations. The first book in which italic appears is the Aldine "Virgil," printed in 1501.

People who are unable to write generally append the mark of a cross—X—as their signature. This custom, which has come from very early times, had not originally confined to illiterate persons. The Empress Justinian decreed that the sacred symbol appended to any document should have the force of an oath. So, for centuries it was the practice for those signing any writing to make the cross mark before signing.

ORIGIN OF THE ALPHABET.

Our alphabet probably had its home in Crete, and is a good deal older than was once imagined. Professors Arthur Evans and Flinders Petrie unearthed a few years ago in Crete, an alphabet which dates from at least 2000 B.C., and may be a good deal older. It was found among the remains of the wonderful palace of King Minos, on a series of clay tablets. Without any doubt, the letters are those from which our present ones were derived. The Cretan letter O, for instance, is identical in shape with the modern O. So are the letters N and I; while many others are very similar in form to their counterparts of 1900.

The Phoenicians—so constantly mentioned in the Bible—had an alphabet similar in many respects to the Cretan. With them, each single letter had a special meaning. A, for instance, did not stand for "as," as it does in the modern spelling book, but meant "ox;" B or "beith" as they called it, meant

Entimation.

Intimations.

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will be held in the Club Bath TO-MORROW SATURDAY, the 25th instant, commencing at 4 P.M. The attention of the Public is called to the Interport Events.

Admission for Members 50 each day

" Non-Members 1.00 "

" Sailors, Soldiers,

and Boys 0.50 "

Arrangements are being made for the accommodation of Ladies on SATURDAY, the 25th. Admission \$1.00.

Tickets obtainable from either the Steward of the Club or at the Gate.

By kind permission of Col. Bayard, D.S.O., and Officers the Band of the Buffs will perform during Saturday afternoon:

Miss Lyon has very kindly consented to present the Prizes at the conclusion of the Sports.

FRANK LAMMERT,

Hon. Secretary.

Hongkong, 24th September, 1900. [670]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1900, at 10 o'clock, Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annexe, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1900. [664]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annexe, Chater Road, a Notice regarding which is being sent to each Member.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1900. [664]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
7.30 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m.; 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
10.30 a.m. to 10.30 a.m. Every 15 minutes
11.45 a.m. to 12.00 noon. Every 15 minutes
12.00 Noon to 12.30 p.m. Every 10 minutes
1.00 p.m. to 1.30 p.m. Every 15 minutes
1.30 p.m. to 2.00 p.m. Every 10 minutes
2.00 p.m. to 2.30 p.m. Every 15 minutes
2.30 p.m. to 3.00 p.m. Every 10 minutes
3.00 p.m. to 3.30 p.m. Every 15 minutes
3.30 p.m. to 4.00 p.m. Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Every car at 9.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS, Queen's Road Central.

JOHN D. HUMPHREYS & SON.

General Managers.

Hongkong, 21st April, 1900. [664]

NOTICE.

M. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1900. [664]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTEFLESS) FORM.

SELF CURE NO FICTION MARVEL UPON MARVEL!

NO SUFFERER NE NOW DISPAIR.

But without running a doctor's bill or falling into the deep ditch of quackery, my safely and economically cure himself without the knowledge of a second party. By the invention of the new French Remedy

THERAPION NO. 1—The Sovereign Remedy.

A complete revolution has been wrought in this department of medical science which thousands have been trained to practice, and who have only succeeded in making themselves more miserable than they were before.

THERAPION NO. 2—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 3—The Sovereign Remedy.

Remedies for diseases of the skin, especially those which are incurable.

THERAPION NO. 4—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 5—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 6—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 7—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 8—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 9—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 10—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 11—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 12—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 13—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 14—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 15—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 16—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 17—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 18—The Sovereign Remedy.

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THERAPION NO. 29—The Sovereign Remedy.

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THERAPION NO. 30—The Sovereign Remedy.

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THERAPION NO. 32—The Sovereign Remedy.

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THERAPION NO. 33—The Sovereign Remedy.

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THERAPION NO. 35—The Sovereign Remedy.

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THERAPION NO. 36—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 37—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 38—The Sovereign Remedy.

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THERAPION NO. 39—The Sovereign Remedy.

Remedies for primary and secondary skin eruptions, acne, acne, and swelling of the joints, and all those complaints which are now known to be incurable.

THERAPION NO. 40—The Sovereign Remedy.

Intimation.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALTIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.**A. S. WATSON & CO.,
LIMITED,**

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

were in the Atlantic, not the Pacific. The Canadian Fleet could then manoeuvre with their natural war comrades, the Atlantic Fleet and Cruiser Squadron; whereas, the squadron you suggest could devote its attention to the Australasian and South African units. This would secure cheaper and more constant training and better strategic disposition of the total Imperial naval forces. I suggest that this strategic disposition would be still further improved if the connecting fleet were based on Colombo and Singapore. A fleet so placed, while it could manoeuvre with the Australasian and South African units, would itself occupy a strategical position of the first importance, both as regards the Pacific and the protection of all our Far Eastern and Australasian trade.

SINGAPORE THE KEY OF STRATEGY.

The Singapore position is, indeed, the key of our modern strategic problems. A strong fleet—not merely a cruiser squadron—in the North Indian Ocean would deal directly with the Pacific problem, inasmuch as it affects the West Coast of Canada, the Australasian Provinces, and India. It would evidently simplify the Indian problem, especially if balanced by expeditionary forces in the self-governing provinces. And in conjunction with these forces, it would as evidently nullify the reciprocal influence of the Indian, Pacific, and European problems on each other. I have discussed this matter in a recently issued pamphlet; I treat the whole question, however, from a somewhat different point of view to that which you take. You lay down as a principle already established, that the British naval development of the future will be on lines of local navies. This is very possibly the policy of the future. But does that necessarily mean that it should be the immediate policy of the present? You insist that the first step must be the creation of local fleets. Here it is that many will think you fail. Colonial fleets, for many years at least, can only be extremely weak naval units, badly placed strategically, and wasteful as regards both Local and Imperial defence.

The question, as I look at it, is this. During the time which must elapse until colonial resources in money and naval personnel can be sufficiently developed to admit of the maintenance of local fleets of practical value, and during which the Empire in general can devise some method of co-operation of central and local naval control, could not the initial efforts of the Colonies, if combined with the resources of India, be utilized for the solution of present strategical problems and in such manner as to establish a basis for the naval evolution of the future? The first step necessary, I suggest, is not the creation of insignificant local navies, but the concentration of colonial effort, as regards construction, on an amalgamated fleet so placed as to give real protection to all British territory touching the Pacific or Indian Oceans. At the same time, the development of colonial resources in naval personnel should be proceeded with as rapidly as possible.

THE INFLUENCE OF INDIA.

The one naval position in the world which satisfies modern conditions of colonial and Indian defence is not "European seas" or on any colonial shore, but in the North Indian Ocean. It is there that we should create a supplementary Imperial Fleet—not only as a defence, but as a preventive of war. The efforts of the Colonies should be supported by the resources of the Mother Country and of India. What form this support might take, and how Colonial and Indian interests can be balanced, I have discussed in some detail in the pamphlet referred to. I will not trouble you with my suggestions here, further than to point out that, as India is a strategic factor of the highest importance in the Empire it is vain to expect any reasonably correct solution of any general problem of Imperial defence, even naval defence, without very carefully weighing her influence on our strategical requirements and resources. Of India you make no mention whatever in your scheme. The influence of India on Imperial defence is even greater than it is on any other matter of the interior economy of the Empire; she herself furnishes one of the gravest problems of Imperial defence, and one that has a very aggravating effect on other modern problems. This alone is a reason why she may justly be called on to assist in bearing the increased burden which those modern problems make necessary. Moreover, from a strategic point of view, how can any efficient scheme be devised, if the self-governing provinces are alone considered?

Without India, at least half the Empire is strategically disjointed. Any scheme which merely considers the disjointed parts will be as loose as to have little practical value. For instance, your neglect of India and the influence she could have on the defence of the West Coast of Canada, accounts to a large degree for the looseness of the scheme you have proposed.

Emphasis should be placed on the fact that there is nothing in a policy of concentrated effort to-day which precludes a future policy of local navies, when the resources of the Colonies are more suited to the main-

tenance of naval forces. Twenty years hence it may be desirable and practicable to develop such a policy to a far greater extent than is at present advisable. Local fleets working on a strong pivot will be a very different thing to the weak unconnected forces possible to-day. The first thing to do is to establish the pivot. A battle fleet based in the North Indian Ocean is a supplementary pivot evidently required east of Suez. With that established, we can look with some equanimity on the next twenty years, and easily evolve, as you suggest, "a progressive plan of action not merely suited to the requirements of the hour, but such as will lead the way to systematic and efficient combination for naval purposes throughout the world."

LOCAL AND GENERAL.

CABLE communication with Macao is interrupted.

MESSRS. McALISTER and Co. have received advice from the manager, Ragala Estate, that the crop of dry rubber for the month of August is estimated at 1,100 lbs.

WITH his wretched enterprise Mr. Mee Cheung has brought out a fine photograph of the group at the Vicerey's luncheon on the occasion of the Governor's recent visit to Canton.

FINES of \$30 and \$5, respectively, were inflicted on two shopkeepers of Jardine's Bazaar at the Police Court this morning for using false scales. Inspector Gourlay prosecuted.

TWENTY-FIVE dollars was the penalty Young Yik Po, a passenger on the ss. *Shun Lai*, had to pay for importing 104 pounds of shot gun ammunition and five boxes of caps without a licence.

AT the Criminal Sessions this afternoon, a unanimous verdict of "Not guilty" was entered in respect of one of the prisoners in the piracy case and he was accordingly discharged. With regard to the other prisoner, the jury found him guilty of receiving goods and was sentenced to two years' imprisonment with hard labour.

THE prisoner who was discharged by the Chief Justice at the Criminal Sessions, yesterday as the result of an application for a writ of *habeas corpus*, was re-arrested shortly after his release and appeared at the Magistracy this forenoon on a charge of armed robbery on the 27th January of last year within the jurisdiction of China. Mr. Otto Kong Sing appeared for the prisoner and the case was remanded.

The question, as I look at it, is this. During the time which must elapse until colonial resources in money and naval personnel can be sufficiently developed to admit of the maintenance of local fleets of practical value, and during which the Empire in general can devise some method of co-operation of central and local naval control, could not the initial efforts of the Colonies, if combined with the resources of India, be utilized for the solution of present strategical problems and in such manner as to establish a basis for the naval evolution of the future? The first step necessary, I suggest, is not the creation of insignificant local navies, but the concentration of colonial effort, as regards construction, on an amalgamated fleet so placed as to give real protection to all British territory touching the Pacific or Indian Oceans. At the same time, the development of colonial resources in naval personnel should be proceeded with as rapidly as possible.

IT was at Lagos, and the jury were waiting to be sworn in, when it was discovered that there wasn't a bible in the place. Messengers were sent out to try to procure one, but with no success. At last one came back with a book and a message from the owner that it was the nearest he had to the Bible and that probably it would do. The jury were solemnly sworn upon it, and they afterwards convicted five negroes. The book was "The Sorrows of Satan."

CANTON DAY BY DAY.

APPROPRIATION FOR THE NAVY.

[From Our Own Correspondent.]

Canton, 23rd September.

It has been reported that the Canton Government has promised to appropriate a sum of three hundred thousand taels from the Provincial treasury towards the funds for the reorganisation of the Chinese navy. It is now learnt that the Canton Government undertake to provide a like sum of money for a period of four years commencing from this year to make up the total of one million two hundred thousand taels as Kwangtung's contribution towards the re-organisation of the navy, besides a sum of two hundred thousand taels to be remitted to Peking annually for its maintenance. The Viceroy gives instructions to raise the required amount from the various official departments to be ready for remittance to Peking when due.

EX-PROVINCIAL TREASURER.

An inquiry is ascertained that the ex-Acting Viceroy of Canton, H. E. Wu Seung Lum, did not leave on the 21st instant as reported, though his departure was announced to take place on that day and his luggage had been taken on board the gunboat in the port of Shanghai. H. E. Wu's sudden postponement of his departure was on account of indisposition. He has been under medical attendance for over a fortnight and is now gradually improving. H. E. Wu will not leave here until he has completely recovered.

APPOINTMENTS.

A rumour is current in the official circles here that the present Commander-in-Chief of the Land Forces in Kwangtung, Chan Ping Chik, will probably be given the appointment of Governor and that the Brigadier General, Ng Chung Tat, will be appointed his successor.

SERIOUS CHARGES AGAINST CHINESE WOMAN.

CASE AT THE MAGISTRACY.

At the Magistracy, this morning, serious charges were brought against a Chinese woman of the under-world, residing at No. 9, Wan-chai Road. The charges were (1) Obstructing a policeman (Sergeant Appleton) in the execution of his duty with intent to prevent the lawful apprehension of one Tam Pak at No. 9, Wan-chai Road on the 23rd inst., and (2) receiving the sum of \$700, knowing the same to have been stolen. The story shortly stated is that some time ago, a Bank draft of a certain firm in Bonham Strand was discovered to be missing, and suspicion fell on a friend of the woman, who is alleged to have visited distant and frittered away the money on her. The woman appeared in the Police Court this morning and the case was remanded.

Two weeks earlier, the woman appeared in the Police Court this morning and the case was remanded.

Emphasis should be placed on the fact that there is nothing in a policy of concentrated effort to-day which precludes a future policy of local navies, when the resources of the Colonies are more suited to the main-

tenance of naval forces. Twenty years hence it may be desirable and practicable to develop such a policy to a far greater extent than is at present advisable. Local fleets working on a strong pivot will be a very different thing to the weak unconnected forces possible to-day. The first thing to do is to establish the pivot. A battle fleet based in the North Indian Ocean is a supplementary pivot evidently required east of Suez. With that established, we can look with some equanimity on the next twenty years, and easily evolve, as you suggest, "a progressive plan of action not merely suited to the requirements of the hour, but such as will lead the way to systematic and efficient combination for naval purposes throughout the world."

INTERPORT SWIMMING CARNIVAL.

V. R. C. AQUATIC.

FIRST DAY.

The Victoria Recreation Club held their annual aquatic sports, yesterday at the Club, enclosure. The day turned out to be an ideal one and the first day's fate of the meeting was an unequalled success. The Club building was well decorated with bunting, the credit of the pretty effect being due to Mr. C. Leslie, Steward of the Club. To provide additional accommodation for the large number of spectators present galleries were erected on the praya wall and the slipway while a lighter moored westward effectively enclosed the water at the same time as it provided increased accommodation.

This is the first year that an interport swimming contest has taken place in the Colony and the enthusiasm which the meeting evinced fully justified the fixture which, it may be hoped, will be made an annual event.

The most interesting events of the day were the 100 yards Interport Championship, the honours of which went to Hongkong first and second places, and the Half-mile Interport Championship which was won after a splendid race by R. W. MacCabe of Shanghai, C. J. Cooke (Hongkong) being second. The handicap events of the Club were very good throughout, all the finishers being excellent. The only event of the day which could not be decided by the Judges is the High Dive, the merits of which were considered by Mr. G. A. Caldwell (Hongkong) and Mr. P. Fowler (Shanghai). The point of variance between the respective judges was the application of the rules. It was contended by the Shanghai Captain that the National Association rules should prevail, while the Hongkong judge held that local conditions should apply. According to the former contention D. H. Cooke (Shanghai) should receive the award; and by the application of the latter standard the verdict should unquestionably go in M. A. R. Souza's favour. As the judges could not reach a decision, it was referred to the Committee, of whom a meeting will be held to arrive at a satisfactory award.

The officials were:—President:—H. Excel. Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; Chairman: Mr. A. R. Ellis; Hon. Treasurer: Mr. C. D. Silas; Hon. Secretary: Mr. Frank Lammett; Judges: Messrs. M. McIver, H. B. Bridger, J. Rodger, A. N. Kemp and L. E. Lammett; Referee:—Mr. G. A. Caldwell; Starter: Mr. T. Meek; Handicappers: Messrs. F. M. Mesk, A. S. Alves, A. A. Claxton, H. E. Carroll and H. C. Sayer; Official Time-keeper: Messrs. R. Galuzzi and W. A. Crake.

100 YARDS, INTERPORT CHAMPIONSHIP.—Four started in this event, Humphreys and Claxton representing the Colony, MacCabe and Prince for Shanghai. All started off well Humphreys having a slight lead from the others and when they were on the second length it could be seen that Humphreys would carry the honour. At the third length Humphreys had a good lead, and the other three struggled hard to get close, but their efforts proved unavailing. Humphreys won with a comfortable margin; the fight for the second place was an exciting one, MacCabe, Prince, and Claxton going at it, and resulted in a win for Claxton by a strong touch.

C. Humphreys (Hongkong) 1
A. A. Claxton (Do.) 2
R. W. MacCabe (Shanghai) 3
E. Prince (Do.) 4

Time: 65 1/5 seconds.

Two LENGTHS (Open to Army, Navy and Police).—

G. R. Burch, R. G. A. 1
Cop. T. A. Burke (Buffs) 2

Time: 46 1/5 seconds.

There were five starters for this race. Burke led all the way, but at the finish Burch managed to win by a touch.

F. C. Humphreys (Hongkong) 1
A. A. Claxton (Do.) 2
R. W. MacCabe (Shanghai) 3
E. Prince (Do.) 4

Time: 65 1/5 seconds.

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R. W. MacCabe (Shanghai) 3
E. Prince (Do.) 4

Time: 65 1/5 seconds.

Two LENGTHS HANDICAP. First and second in each heat to swim the final.

1ST HEAT.

P. M. Remedios (Scratch) 1
A. H. Carroll (Owes 4 Secs) 2

Time: 1 minute 42 seconds.

In this heat Bunji (receives 24 seconds) had a lead of about a length and some expected he would win. At the fourth length, however, the result was evident, and Remedios won easily.

2ND HEAT.

H. C. Sayer (Owes 6 seconds) 1
A. V. Barros (Owes 6 seconds) 2

Time: 1 minute 44 seconds.

Five started in this heat. Sayer overtook the quartet at the third length and was closely followed by Ross, with Barros coming up well. Close to the finishing point Sayer dashed ahead and won by a good margin. Barros got second by a touch from Ross. Barros lost some distance indoding Ross, otherwise he might have captured first place.

HIGH DIVE, INTERPORT CHAMPIONSHIP.

The following entered for this event:—A.

Marsh (Buffs), D. H. Cooke (Shanghai), T. L. Loxton, S. W. G. Goggin, G. Collins, R. G. A., A. R. Ellis, M. A. R. Souza, W. Coombes (H.M.S. Kent), F. B. Silva, C. A. W. Ferrier, C. W. Mayne (Shanghai), McCraister, R. G. A.

This event could not be decided by the judges to their satisfaction owing to the difference in the rules of diving as applicable to local men and the visitors. Some very good diving was seen. The award lies between M. A. R. Souza (Hongkong) and D. H. Cooke (Shanghai).

TWO LENGTHS HANDICAP. Open to Men over 30 years of age.

A. M. L. Soares ("Go") 1
A. A. Alves (Owes 6 seconds) 2

The heat man had the benefit of a comfortable lead, but just managed to win by the narrowest margin with Alves a good second.

TWO LENGTHS HANDICAP.—First is each heat to swim in the final.

1ST HEAT.

F. C. Fenwick; Dead Heat.

F. L. da Rosa; Dead Heat.

Fenwick and Ross swam excellently through-out, evading the limit mark at the second

length; both got together in the good time of 49 seconds.

2ND HEAT.

R. C. Silva (Recs. 10 Secs) 1
O. R. Chubrey (Recs. 5 Secs) 2

Silva's handicap was too good and it was impossible for the others to catch him up. He was by about 5 yards. Time 50 1/3 secs.</p

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

DISTURBANCE IN KIANGSI.

DISTRICT CITY HELD UP.

[By courtesy of the "Sheung Po".]

Nanchang (Kiangsi), 23rd September.

There is a rising in the I-chun district, in the Province of Kiangsi.

The rioters have held up the district city and attacked the garrison.

The casualties in wounded on the part of the Imperialists are few in number; there is a shortage in the food supply of the city.

A telegram has been sent to Governor

Fuog U-kwei urging the despatch of reinforcement.

NAVAL REORGANISATION.**CANTON'S CONTRIBUTION.**

[By courtesy of the "Sheung Po".]

Peking, 23rd September.

Viceroy Yuan Shih-kun of Canton has agreed to contribute to the Naval Reorganisation Funds a sum of Tls. 300,000 and a yearly grant-in-aid of Tls. 150,000.

A telegram to that effect has been despatched to the Ministry of Finance.

TUNGKUANSHAN MINES.**AGREEMENT TO CANCEL CONCESSION.**

[By courtesy of the "Sheung Po".]

Peking, 23rd September.

Great Britain has agreed to cancel the Tungkuanshan mining concession subject to the payment of compensation to the concessionaires.

THE NAVAL COMMISSIONERS.**ARRIVAL AT HANKOW.**

[By courtesy of the "Sheung Po".]

Peking, 23rd September.

Prince Shun and Admiral Sah, Naval Commissioners, arrived at Hankow yesterday.

They visited the Hanyang arms factory.

THE MANCHURIAN AGREEMENT.**HIGH OFFICIALS' DISSATISFACTION.**

[By courtesy of the "Sheung Po".]

Peking, 23rd September.

Almost all the high officials in Peking lay blame on H. E. Liang Tsin-yen, president of the Waiwupu, for the unsatisfactory nature of the agreement relating to the Three Eastern Provinces.

THE OPIUM TRAFFIC.**ARREST OF A CHINESE SYNDY V MERCHANT.**

For some time past the police has been vigilant in detecting cases of opium traffic, and on Tuesday night Sergeant O'Dea, of the Regent-street Police Station, after days and nights of careful watching, was successful in leading a well-known Chinese merchant, of Pitt-street, Sydney, on the charge of selling opium, reports the Evening News of the 13th ult. About 6 o'clock Sergeant O'Dea, who was watching the merchant's premises, saw a delivery wagon drive up to the door, and take away two small boxes. The delivery cart went in the direction of the Central Railway Station, and Sergeant O'Dea hurried to the station, and awaited the arrival of the wagon. He had been there only a few moments when the driver arrived, and proceeded to deposit with the railway officials two boxes addressed to Tamworth. Sergeant O'Dea questioned the driver as to the contents of the boxes, but not receiving satisfactory reply, opened them, and found stowed away under some potatoe three tins of opium in each box. Sergeant O'Dea took possession of the boxes, and proceeded to the Chinese merchant's store, where he arrested him, and took him to the Regent-street Police Station.

SHIPPING AND MAIIS.**MAILS DUE.**

French (Sydney) 27th inst.

Indian (Gregory Apar) 28th inst.

American (China) and prox.

The P. M. S. Co. s.s. Siberia is due to arrive in Hongkong between 4 and 6 p.m., on 25th inst.

The "Bee" Line s.s. Benalder, from Midshipbro' and London, left Singapore on 22nd inst. for this port.

The Imperial German Mail s.s. Guben, which left here on 26th ult., at noon, arrived at Genoa on 22nd inst., at 11 p.m.

The N. Y. K. s.s. Takasaki Maru, Bomby Line, left Moji for this port on 23rd inst., and is expected here on 27th inst.

The N. Y. K. s.s. Hitachi Maru, European Line, left Shanghai for this port on 24th inst., and is expected here on 27th inst.

The N. Y. K. s.s. Kusuma Maru, Australian Line, left Nagasaki for this port on 24th inst., and is expected here on 28th inst.

The O. S. K. s.s. Tacoma Maru from Tacoma left Shanghai for this port on 25th inst., at 4 p.m., and is expected to arrive here on 25th inst.

The N. Y. K. s.s. Ati Maru, American Line, left Kobe for this port via Moji and Shanghai on 24th inst., and is expected here on 25th inst.

SAVED BY THE "DORTMUND."**CHINAMAN STRANDED ON ANAMBA.**The German steamer *Dortmund*, Capt. M. Hatchow, one of the freight steamers of the Hamburg-Amerika Linie, passed the Anamba Islands on September 16th about noon. The S. W. Monsoon was blowing very strong and the sea very high.

On the outlying rock Topon Nanas, more than 25 miles from the main islands, about 70 feet high and covering about 300 square feet, the chief officer observed a man, standing motionless on the highest peak of the little rock. When the steamer approached the rock within a mile the man waved wildly some green branches, to attract the attention of those on board.

The Captain at once hove to, navigated the *Dortmund* to leeward of the rock and ordered a lifeboat to be manned to try to rescue the shipwrecked man. The lifeboat under command of the second officer, Mr. O. Heintz, manned by seven Chinese sailors left the steamer, which was lying about half a mile from the rock. After nearly one hour's pulling against strong current, wind and heavy sea, the boat came near to the rock. But the heavy surf caused by the breaking seas upon the off-lying reefs did not permit the boat to come to land and take the shipwrecked man on board.

The most difficult work therefore remained to be done, for the reefs extend about 40 feet from the rock, and consist of sharp corals, protecting the rocks, on which thousands of sea-gulls and other birds have their nests, and preventing any human being from landing on the bare island under such conditions.

The man on the island several times tried to reach the boat by swimming the short distance, but was always drawn back by the surf of the breaking seas. He soon got exhausted and sat helplessly down on the rock.

The second officer thereupon tied a small line to one of the boat hooks and managed to throw this as a harpoon to the man, who at once understood the meaning of this manoeuvre. He tied the rope round his body and jumped into the breaking sea again. This time the sailors pulled the boat away from the shore and hauled in the line to which the man had lashed himself. Dragged over the reefs, he was skinned badly, but at last was safe in the boat, and about ten minutes later was on board the *Dortmund*, where his skinned legs were treated and bandaged, and where he received dry clothes and food.

No one on board could understand the shipwrecked man, who was a Chinaman, but so far as the Captain could make out he had been ashore there about eight days and had no food during this time. The Chinaman was on the way to Singapore with coconuts in a small boat. His shipmates were apparently drowned.

The Captain of the *Dortmund*, who has had several times opportunities of taking shipwrecked men off sinking ships, declares that all the danger to those encountered on this occasion, to rescue a man from a bare rock so surrounded by coral reefs, that it was impossible to come close to. The greatest credit is due to Mr. Heintz for his skillful management of the boat, by which he rescued the Chinaman and gave him courage to attempt the journey through the surf. —*Singapore Free Press.***BANANA THIEVES PUNISHED.****SUCULENT EDIBLES TEMPTED THIEVES.**

Chicken stealers occasionally stimulate the activity of peaceful folk but by way of diversion, two members of the inerterate thieving fraternity of the Colony the other day transferred their pilfering proclivities to the prosaic banana. The rascally ones, it appears, were driven to the act owing to circumstances over which they had no control, so to speak. According to the story told to the presiding magistrate this morning, it seems that a number of baskets containing bananas were lying on the ground in a certain locality prior to being shipped. The presence of the ne'er-do-wells, and selecting a basket containing a particularly juicy bunch, the ne'er-do-wells gently approached it, and, unfastening the basket, snatched a goodly number of the fruit. They were about to beat a hasty retreat, when they suddenly felt themselves roughly handled by the collar, and the next moment, found themselves in the company of one of His Majesty's guardians of the peace, minus the bananas. They appeared in the Police Court this morning and were each given seven days' State lodgings.

THE PHILIPPINES.**RICH GOLD FINDS.**

What will produce the biggest mining sensation that has ever struck the Philippines has just been announced by the Tarabago Mining Company, says the Manila Times. Ore has been brought up which has been estimated by the Bureau of Science to run to the fabulous value of 30,000 to the ton.

The mine is located in Mambulao, province of Ambon, Camarines, and is the property of Judge F. B. Fagerhol and others. The ore referred to has been taken from what is known as the Old Tambago mine. A shaft of 95 ft. depth has existed for a number of years, and has intermittently been worked by natives of the district. As the mine is in a low level country, it was necessary to bail out the water with buckets. This work took about fifteen days, and as a result the labourers were enabled to work only six hours. Even under these difficulties the labour was highly productive.

Recently the Tarabago Mining Company have taken hold of the property, and have installed a complete new plant, including a Huntington mill, pumping plant, hoisting plant, rock crushers, concentrators, &c. The mine has been pumped out, and the amazingly rich ore specimens which have just arrived in Manila are the first indication of the great value of the mine.

The richest material is in a 3-inch vein, but alongside of this is a 6-inch vein which runs at least \$600 per ton.

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COMMERCIAL.**WEEKLY SHARE REPORT.**

Reviewing the share business for the week, Messrs. E. S. Kadourie & Co. write this afternoon:

The week under review has been a dull one, so far as local stocks are concerned but a large business has been done in Rubber shares.

Banka—Hongkong and Shanghai Bank have been a firm market during the week, and sales have been effected at the improved rate of \$95. The London rate is unchanged at \$95. Nationals continue in demand at \$65.

Marine Insurances.—Cantons are slightly weaker, and on offer at \$160. Unions have strengthened and buyers prevail at \$84. In the North, both Yangtze and North China are quiet at quotations.

Fire Insurances.—China Fires are neglected at \$115. Hongkong Fires have improved to \$145. Hongkong Fires have improved to \$160, at which rate sales have taken place.

Shipping.—There are sellers of China and Manilas at \$84. Douglas are quiet and offering at \$33. In their report for the year ending 31st June, 1900, just issued to shareholders, the general managers state that after paying all running expenses, premia of insurance, remuneration to consulting committee and auditors' fees, there remains a balance at credit of Profit and Loss account of \$1,115.4 which with the approval of shareholders will be transferred to the reserve fund; from which, in order to provide for depreciation of the Company's properties, it is proposed to take the sum of \$35,950.33. The reserve fund will then stand at \$230,000. Hongkong, Canton and Macao Steamboats are obtainable at \$14. Indos are quiet and without business to report at \$60. In the North there are sellers at Tls. 44. Shell Transport continues firm and inquired for at 70/6d.

Refineries.—China Sugars have eased down to \$145, at which rate sales have taken place and further buyers prevail. Luzons are offering at \$32. Perak Sugars have risen to Tls. 350, at which price they have been sold in the North.

Mining.—Sales of Chinese Engineerings are reported at Tls. 18. Raubs have found buyers at \$8 and \$8.10.

Docks, Wharves and Godowns.—Kowloon Wharves have ruled firm, and after sales at 50/- in demand at the rate. Whampoa Docks have weakened to \$56, at which they are offered. Shanghai Docks are obtainable at Tls. 78. Hongkong Wharves are slightly easier, and can be had at Tls. 147.

Lands, Hotels and Buildings.—Hongkong Hotels are unleased and can be secured at 50/- in demand at the rate. Whampoa Docks have weakened to \$56, at which they are offered. Shanghai Docks are obtainable at Tls. 78. Hongkong Wharves are slightly easier, and can be had at Tls. 147.

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The industry which has levelled and terraced every available yard of land, often 2000ft up the mountain sides, which has utilized the abundant water for irrigation, is incalculable.

Yet at the same time the picturesque scenery has been enhanced, while neatness, cleanliness, and order are evident everywhere but in the seaport towns. I have received from high and low official (probably noble), storekeepers, and peasant, nothing but the extremest courtesy and consideration, and have received the most honest treatment. The railways are very comfortable, run at good speed and time, and arrangements for refreshment are excellent. Of course I have had an eye to schools all the time, and have passed hundreds. Usually the most notable building in a village or small town (after the temple) with abundance of lighting, generally one side almost entirely glass, a good playground, often furnished with means of play—as a "giant stride." The drill of the pupils seems a very important feature. Everywhere at recess times we saw lines of children managed with magnificent discipline and order. The children generally wear native dress, but the boys nearly always a black small-peaked cap, with a little gilt badge in front; it gives them a uniform appearance.

TWO HOURS IN A PRIMARY SCHOOL.

I spent a couple of hours yesterday in a school I selected at random—I believe a typical large school, what I saw through the country were very similar. It is the Sakamoto school (primary), in Tokio, and the principal who conducted me over the premises is Mr. T. Mohohashi. I simply without any authority or notice whatever, rode to the gate in rickshaw. A porter was sweeping the entrance. I went in my card, and was invited into the principal's room by an attendant, who next minute brought in a pot of tea (Japanese green, without milk or sugar). In a few minutes the principal arrived—a small man, of delicate features and physique. He spoke English with great difficulty, though he understood me pretty well, and read and wrote more easily than he spoke. I found this very common, Japs can often hear and read and write pretty well, but for want of practice and modesty, find talking very awkward.

However, we managed to understand one another, and with the utmost courtesy he showed me the whole premises. The building is of wood, two-storyed. Class-rooms were all single, except the music hall, which had about 300. Single or dual desks with top movable to position, and receiptable to hold material—every scholar had a uniform box or tray on the desk for articles, brushes, etc., in use. Every sewing girl had a clever little Jap box with a couple of trays—sewing below; cotton, etc., above; and thimble, scissors, needle, etc., on top, covered over. Slates were used always with a dry felt writer. Drawing was from printed copies. I saw many classes at writing lesson; always the work was done with a brush as an arm movement, the hand having no rest whatever, and I think this practice is the secret of the wonderful skill in manipulative work which is characteristic of the people—free-arm drawing. The attendance of children is 1,200, and the staff numbers twenty-four teachers. Generally fifty to sixty children are taught by one teacher. Teachers are all adults, in one case one hundred. The principal explained that "the teacher is very skilled."

Large and well-lighted rooms. The rooms are the airiest and best lighted I ever saw—side light, the outer wall of each room almost entirely glass, the inner glazed, above shoulder level of a man, the shades movable to open or close. The rooms were scrupulously neat and clean. With classes in or empty there was no sign of disorderly material or litter of any kind. They were bare; only in a few rooms a few photographs and some gaudy figures of mythological and religious monsters, and a couple of simple cutline maps in one room—Japan and the World, but there is a special map and diagram room where, hanging on racks, are series (several dozens) of coloured, inexpensive illustrations of industries, geography, physical features, etc., of things foreign to Japanese maps, etc. Another

S.S. "YUENSANG" SEIZED AT MANILA.**MORPHINE FOUND ON BOARD.**We take the following from the *Manila Times* of the 20th inst.—Last Friday the British steamer *Yuensang* was, as a matter of fact, seized by the Customs authorities because a consignment of morphine was found on board by the secret service. By putting up a guarantee for the payment of whatever fine should be assessed, the local agents, Smith, Bell and Company, were allowed to clear the vessel for Hongkong on Friday afternoon.

A consignment of morphine contained in 40 packages, containing 1,342 kilos, addressed to Francisco Manuel, at 20 Calle Tello, Tondo, was found on the vessel. In addition to this amount four packages of the morphine in powdered form was found on the person of an other Filipino. This man went on board the vessel to get his property, and seeing that he was watched by the customs guard he jumped overboard, in the meantime losing hold of the morphine which came to the surface of the water and was confiscated by the customs.

Optional Goods will be landed here unless instructions are given to the contrary before 4 PM. Goods not cleared by the 30th instant, at 4 PM, will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 24th September, 1900.

A Sydney Schoolmaster's Impressions.

Mr. D. T. Wiley, the headmaster of the Newtown Superior Public School, who has been touring in Japan, has written a letter from Yokohama to Mr. Dawson, the Chief Inspector of Schools, Sydney, from which the following extracts are taken:—Landing at Nagasaki, I have just finished a 1000 miles' railway trip through the country in six days, stopping off at Moji, Shimenesaki, Miyazaki, Hiroshima, Kyoto, and Tokio. It is the loveliest land I ever saw. The choicest pictures of Japan we in Australia have ever seen may be multiplied and varied ten thousand times through the land. The industry which has levelled and terraced

every available yard of land, often 2000ft up the mountain sides, which has utilized the abundant water for irrigation, is incalculable.

Yet at the same time the picturesque scenery has been enhanced, while neatness, cleanliness, and order are evident everywhere but in the seaport towns. I have received from

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

EMPEROR LINE.

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

From Quebec,

"EMPEROR OF INDIA"

SATURDAY, SEPT. 25TH.

FRIDAY, OCT. 22ND.

"EMPEROR OF JAPAN"

SATURDAY, OCT. 16TH.

FRIDAY, NOV. 12TH.

"EMPEROR OF CHINA"

SATURDAY, NOV. 6TH.

FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with an Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). 71.10.

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class Only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments, Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadians and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Bates of Passage and Freight, apply to— W. UKADDO GK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

FOR Steamship On
SHANGHAI via SWATOW HANGSANG MONDAY, 27th Sept., 4 P.M.
S'GAPOR, PENANG & CALCOUUTA KUMSANG TUESDAY, 28th Sept., 3 P.M.
TIENSIN v. CHEFOO & WHAIWEI CHIPSHING TUESDAY, 28th Sept., 4 P.M.
MANILA LUONGSANG FRIDAY, 1st Oct., 4 P.M.
MANILA YUENSANG FRIDAY, 8th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE KUTSANG WEDDAY, 13th Oct., Noon.
& MOJI

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers Kutsang, Yungsang and Koksang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nanchang.

Taking cargo on through Bills of Lading to Kudat, Lahad, Daru, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Telephones No. 61.

Hongkong, 24th September, 1909.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL
CEBU & ILOILO KAIFONG 26th Sept., Daylight.
SHANGHAI LINAN 26th " " .
HOIHOW & KEBAO HUNAN 26th " " .
OEBU & ILOILO CHIHLI 27th " " .
MANILA KAN 28th " 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG KWAIYANG 28th " 4 P.M.
SHANGHAI CHINHUA 30th " 4 P.M.
MANILA UHENG 3rd Oct., Daylight.
MANILA ZAMBOANGA and USUAL TAMIEN 5th " 3 P.M.
AUSTRALIAN PORTS CHANGSHA 5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STREAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Fare booked abroad for an Australian, New Zealand and Tasmanian Port.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Ansi, Chusan, Linan, Ching, Ching) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$46 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Telephones No. 60.

Hongkong, 24th September, 1909.

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HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
ZAFIRO	1940	R. Rodgers	MANILA	SATURDAY, 25th Sept., at Noon
RUBI	1540	R. W. Almond		SATURDAY, 2nd Oct., at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO., LTD.

GENERAL MANAGERS.

Hongkong, 24th September, 1909.

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Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross..... Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000, " 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000, " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSDA,

Manager,
TOYO KISEN KAISHA, York Building.

Hongkong, 14th September, 1909. [257]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CRYOL, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moilin", 9,621 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Archie", due in London on 13th November.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent

Hongkong, 20th September, 1909. [4]

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. C. Cundy, will be despatched as above on the 26th October.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 22nd September, 1909. [637]

THE BANK LINE, LIMITED.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR VANCOUVER, B.C., TACOMA & SEATTLE
VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Steamer	Tons	Captain	Sailing Date
Swallow	6,232	S. Shotton	1st Oct.
Oceanic	4,657	F. W. Davies	2nd Oct.
Kumquat	6,232	J. Mathis	16th Nov.
Amoy	4,303	Boyd	16th Dec.
Gull	6,232	S. Shotton	1910

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LTD.,
General Agents.

Hongkong, 23rd September, 1909. [638]

CHARGEURS REUNIS
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 20th September, 1909. [639]

STEAM TO CANTON.

THE New Two Screw Steel Steamship

"KWONG TUNG" . . . Capt. H. W. WALKER

"KWONG SAU" . . . Capt. M. GROVE.

Leaves Hongkong for Canton at 9 every evening, (Saturday excepted).

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling
London—Bank T.T.	1.83
Do. demand	1.815/16
Do. 4 months' sight	1.91/16
France—Bank T.T.	2.18
America—Bank T.T.	4.23
Germany—Bank T.T.	1.77
India T.T.	1.31
Do. demand	1.31
Shanghai—Bank T.T.	7.41
Singapore—Bank T.T. per H.K. \$100	7.41
Japan—Bank T.T.	8.84
Java—Bank T.T.	10.61
Buying	
4 months' sight L/C.	1.02
6 months' sight L/C.	1.02
30 days' sight San Francisco & New York	9.31
4 months' sight do.	4.47
30 days' sight Sydney & Melbourne	1.09
4 months' sight France	2.23
6 months' sight	2.25
4 months' sight Germany	1.81
Bar Silver	2.31
Bank of England rate	2.1%
Sovereign	11.48

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.—

On the 24th at 10 a.m.—The barometer has fallen rapidly in W. Japan the depression lying over the Lower Yangtze yesterday, having now reached Korea Straits.

The barometer has fallen a little over the Philippines, and risen slightly over China.

Pressure is highest to the E. of Japan.

The wind will probably shift to the N.E. again in the Formos Chaochow by to-morrow. Light or moderate variable winds may be expected over the N. part of the China Sea.

Hongkong Rainsfall for the 24 hours ending at 10 a.m. 10d y. o.g. inches.

FORECAST.

1.—Hongkong and Neighbourhood, W. winds, light; showery.

2.—Formosa Chaochow, N.E. winds, freshening.

3.—South coast of China between Hongkong and Lamock, S.W. winds, light.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Tranquebar, Dan. s.s., 2,126, Van Deurs, 23rd Sept.—Port Said 23rd Aug., Gen.—M. & Co.
Hunian, Br. s.s., 1,43, Benson, 23rd Sept.—Canton 23rd Sept., Gen.—B. & S.
Somali, Br. s.s., 4,225, A. G. Cubitt, 24th Sept.—Antwerp 14th Aug., and Singapore 19th Sept., Gen.—P. & O. S. N. Co.
Felching, Chi. k.s., 680, G. W. F. Newberry, 24th Sept.—Cancon 23rd Sept., Gen.—C. M. S. N. Co.
Ambio, Br. s.s., 1,350, J. B. Harris, 24th Sept.—Canton 23rd Sept., Gen.—B. & S.
Hanggang, Br. s.s., 1,356, S. Wilde, 24th Sept.—Canton 23rd Sept., Gen.—J. M. & Co.
Yatshing, Br. s.s., 1,424, R. Houghton, 24th Sept.—Chiaowangtien via Chefoo and Wei-haiwei 18th Sept., Gen.—J. M. & Co.
Daiji Maru, Jap. s.s., 864, H. Morayama, 24th Sept.—Swatow 23rd Sept., Tea and Camphor—O. S. K.
Helene, Ger. s.s., 771, J. Jessen, 24th Sept.—Hoihow 23rd Sept., Gen.—J. & Co.
Heching, Br. s.s., 1,267, W. C. Passmore, 24th Sept.—Swatow 23rd Sept., Gen.—D. L. & Co.
Tean, Br. s.s., 1,350, A. W. Outerbridge, 24th Sept.—Manila 21st Sept., Gen.—B. & S.

Clearances at the Harbour Office.

Helene, for Swatow.

Akutu, for Shanghai.

Somali, for Shanghai.

Amar, for Hay.

Amfo, for Haipong.

Yunnan, for Manila.

Hot Fook, for Kwong-chow-wan.

Tranguear, for Shanghai.

Phuay, for Hoangay.

Hanou, for Kwong-chow-wan.

Huicou, for Weihaiwei.

Departures

Sept. 24.

Kilano Hera, for Yokohama.

Kwai-ku, for Tournan.

Haldia, for Swatow.

Changchow, for Nioppo.

Kwangtze, for Canton.

Sing, for Hoihow.

Hanou, for Haipong.

Momouthshire, for Shanghai.

Yunnan, for Manila.

Passenger arrivals.

Pet. Delf Maru, from Swatow—Mr. Hooper.

Per. Somsali, for Hongkong from London—Rev. and Miss Spink, Police Sergt. Titman, Mrs. Ch. Worth and infant, Mr. and Mrs. H. Rogerson, Mr. and Mrs. Drew, Mr. and Mrs. H. Harrison, Mr. Engr. Comdr. Highton, and Mr. and Mrs. Ch. Meadows. From Singapore—Mr. Richards and native servant, Mr. and Mrs. Loden and native servant. From London for Manila—Mr. and Mrs. Hurst and infant, For Shanghai—Mr. and Mrs. Stenhouse, 2 infants and amah, Mr. and Mrs. Ch. Taylor and infant, Miss Taylor, Mr. and Mrs. Wilkinson, Mr. and Mrs. C. Porter, a infant and governess, Miss R. Colton, Mr. and Mrs. Hamilton, Miss Ferguson, Mr. and Mrs. Rodgers, Capt. W. McClure, Mr. and Mrs. Ch. Tindall and amah, Mrs. M. Dunc, Mr. H. Suberland, Capt. J. Woodham, and T. M. Yates. For Yokohama—Mrs. Ch. Grayrigg and amah, Mrs. J. Hall and infant, Misses Penruddocke, S. Sweet, and Rev. and Mrs. J. Pate.

Per. Helene, from Hoihow—100 Chinese.

Per. Heching, from Coast Ports—Miss Graut, Masters H. and R. Greaves, and 310 Chinese.

Per. Teas, from Manila—Mr. and Mrs. Black, Mr. and Mrs. Bush, Messrs. Konieny, Villeneuve, McCauslen, Wright, Miss Burrows, and 52 Chinese.

Passengers departed.

Per. Kitano Maru, for Japan—Messrs. A. Suttor, Furukawa, Mr. and Mrs. Ho Fook and family, Messrs. K. Kaijima, T. Kaijima, Willers, Dr. A. Stanfield, Mr. K. Stakura, Baron and Baroness Ong, Mr. Z. Kamiya, Dr. S. Takahashi, Misses T. Mitani, T. Hagiwara, K. Okusawa, Okuma Isikawa, Dr. S. Fuchida, Messrs. S. Kasai, Kato, Ueda, K. Takeo, S. Masuda and Y. Ochiai.

Shipping Report.

Str. Hatching, from Coast Ports—Moderate S.W. wind and sea cloudy weather.

VESSELS IN PORT.

STEAMERS.

Amara, Br. s.s., 1,505, Mattock, 18th Sept.—Sourabaya 9th Sept., Sugar—J. M. & Co.
Amigo, Ger. s.s., 822, H. Franssen, 22nd Sept.—Haiphong 17th Sept., and Hobo 21st, Rice and Gen.—J. & Co.
Bessell, Dollar, Br. s.s., 2,793, A. Gow, 21st Sept.,—Tsingtau 16th Sept., Salt—A. K. & Co.
Carl Diederichsen, Ger. s.s., 774, J. Kaiser, 20th Sept.,—Pakhoi and Hoihow 19th Sept., Gen.—J. & Co.
Chiling, Ger. s.s., 1,020, J. Brubo, 19th Sept.,—Bangkok 12th Sept., Rice and Meal—B. & S.
Dewart, Br. s.s., 1,62, J. Jenkins, 18th Sept.,—Saigon 13th Sept., Gen.—Man Fat & Co.
Empress of India, Br. s.s., 3,032, A. Hally, 17th Sept.—Vancouver 25th Aug., and Shanghai 14th Sept., Mails and Gen.—C. P. R. Co.
Harford, Br. s.s., 2,746, Pope, 21st Sept.—New York 10th June, and Lubuan 13th Sept., Kerisio Oil—S. O. Co.
Huichon, Br. s.s., 1,317, E. Forsyth, 22nd Sept., Canton 22nd Sept., Gen.—B. & S.
Kaifong, Br. s.s., 93, Cole, 13th Sept.,—Hoihow 16th Sept., Gen.—E. & S.
Kumang, Br. s.s., 2,707, J. E. Buller, 19th Sept.,—Calcutta via Penang and Singapore 14th Sept., Gen.—J. & Co.
Macfie, Ger. s.s., 908, R. G. Zoller, 21st Sept.,—Bangkok 10th Sept., Gen.—Yuen Fat Hoong.
Ningpo, Br. s.s., 1,228, Richards, 8th Sept.,—Swatow 7th Sept., Ballast—B. & S.
Nippon, Aust. s.s., 4,024, E. Tarabuton, 23rd Sept.,—Shanghai 19th Sept., Gen.—S. W. & Co.
Phuay, Ger. s.s., 1,283, Robinson, 20th Sept.,—from Sourabaya, Sugar—B. & S.
Shibetoro Maru, Jap. s.s., 2,478, S. Atsumi, 22nd Sept.,—Mojii 15th Sept., Coal—M. B. K.
Tango Maru, Jap. s.s., 4,627, S. Ishikawa, 16th Sept.,—Shanghai 13th Sept., Lumber and Coal—N. Y. K.
Telemacon, Br. s.s., 1,340, G. Edwards, 12th Sept.,—Saigon 7th Sept., Rice and Gen.—Wo Fat Sing.
Thordis, Nor. s.s., 1,091, J. Jorgensen, 23rd Sept.,—Bangkok and Swatow 21st Sept., Gen.—Kin Tye Loong.
Wongki, Ger. s.s., 1,115, W. Reber, 23rd Sept.,—Bangkok 14th Sept., Rice and Meal—M. & Co.

STEAMERS EXPECTED.

Zafiro, Br. s.s., 1,620, R. Rodger, 22nd Sept.,—Manila 19th Sept., Hemp and Gen.—S. T. & Co.
SAILING VESSELS.
Eclipse, Br. 4-masted barque, 2,060; J. White, 28th Aug.—Canton 27th Aug., Ballast—S. O. Co.
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosene—S. O. Co.
Phuay, Ger. s.s., 680, G. W. F. Newberry, 24th Sept.—Cancon 23rd Sept., Rice and Gen.—C. M. S. N. Co.
Gregory Apca, S. O. Co., 28th Sept.—Singapore 23rd Sept., Gen.—D. L. & Co.
Takasumi Maru, Moji, N. Y. K., 27th Sept.,—Takoma 23rd Sept., Gen.—D. L. & Co.
Yatshing, Br. s.s., 1,424, R. Houghton, 24th Sept.—Chiaowangtien via Chefoo and Wei-haiwei 18th Sept., Gen.—J. M. & Co.
Desfliinger, Shanghai, M. & Co., Sept. 24
Tacoma Maru, Shanghai, O. S. K., Sept. 25
Bogavia, H. A. L., Sept. 26
Sydney, Br. 4-masted barque, 2,060; J. White, 28th Aug.—Canton 27th Aug., Ballast—S. O. Co.
Hitachi Maru, Shanghai, N. Y. K., Sept. 27
Yawata Maru, Manila, N. Y. K., Sept. 27
Kumano Maru, Nagasaki, N. Y. K., Sept. 28
Benedict, Singapore, G. L. & Co., Sept. 28
Gregory Apca, Singapore, D. S. & Co., Sept. 28
Takasumi Maru, Moji, N. Y. K., Sept. 29
Totomi Maru, Taku, N. Y. K., Oct. 1
China, P. M. Co., Oct. 2
Chi Maru, Spain, N. Y. K., Oct. 2
Bombay, O. C. & Co., Oct. 6

Steamers Expected.

Vessels	From	Agents	Date
Desfliinger	Shanghai	M. & Co.	Sept. 24
Tacoma Maru	Shanghai	O. S. K.	Sept. 25
Bogavia	H. A. L.		Sept. 26
Sydney	M. M.		Sept. 27
Hitachi Maru	Shanghai	N. Y. K.	Sept. 27
Yawata Maru	Manila	N. Y. K.	Sept. 27
Kumano Maru	Nagasaki	N. Y. K.	Sept. 28
Benedict	Singapore	G. L. & Co.	Sept. 28
Gregory Apca	Singapore	D. S. & Co.	Sept. 28
Takasumi Maru	Moji	N. Y. K.	Sept. 29
Totomi Maru	Taku	N. Y. K.	Oct. 1
China	P. M. Co.		Oct. 2
Chi Maru	Spain	N. Y. K.	Oct. 2
Bombay	O. C. & Co.		Oct. 6

DOCK RETURNS.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$150,000}	\$2,001,819	4%	Interim of £2 for account 1909 @ ex 1/9 = \$27.72	\$995 sales London £93
National Bank of China, Limited	99,925	£9	£6	{ \$4,000 \$10,000}	\$30,552	...	\$2 (London 3/6) for 1903	... \$65 buyers
Canton Insurance Office, Limited	10,000	\$250	\$250	{ \$1,500,000 \$15,000,000 \$150,000}	none	7 1/2%	\$14 for 1907	\$180 sellers
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 150,747 Tls. 158,477 \$100,000}	Tls. 160,513	5 1/2%	Interim of 7/6 for 1908	Tls. 119
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$10,000 \$105,845 \$105,240 \$105,245 \$105,245}	\$8,464,931	5 1/2%	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	\$84 1/2 buyers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$8,000,000 \$194,475 \$199,461}	\$70,617	7 1/2%	\$12 and bonus \$3 for 1907	\$132
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$118,663 \$118,663}	\$375,541	7 1/2%	\$6 and bonus \$2 for 1907	\$15
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$20	{ \$7,418,173}	\$368,711	8 1/2%	\$27 for 1907	\$360 sh. and b.
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$15	{ \$9,000 \$104,687 \$99,007}	\$3,035	...	\$6 for 1906	\$84 sellers
Douglas Steamship Company, Limited	20,000	\$250	\$20	{ \$617,500 \$119,267 \$22,645}	Nil.	7 1/2%	2/- for year ending 30.6.1908	\$23
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$119,267 \$10,000 \$10,000}	\$21,170	7 1/2%	Interim of \$14 for account 1909	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5. £5.	£5. £5.	{ \$12,755 \$10,000 \$10,000 \$10,000}	£12,755	...	6/- for 1907 on Preference shares only @ ex 1/9/1906-33. 15/-	\$60
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$100,000 \$100,000 \$10,000}	£68,817	...	Final of 2/- for 1908 and interim of 1/- for 1/9/1909	70/6d. buyers
"Star" Ferry Company, Limited	10,000	\$20	\$10	{ \$10,000 \$10,000}	\$3,121	4 1/2%	\$100 for year ending 10.4. 1909 (\$10,50)	31 1/2% \$15
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$10,000 \$10,848}	Dr. \$5,858	3 1/2%	\$5 for year ending 31.12.08	\$146 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000}	Dr. \$125,893	...	\$3 for 1897 Tls. 31 for year ending 31.8.08	\$23 Tls. 350 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 10	Tls. 10	{ Tls. 100,000}	Dr. \$125,893	...	...	...
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,269}	£21,556	7 1/2%	Interim of 1/6 (coupon N. 12) for year ending 29.1.09	Tls. 18 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,269 £4,878}	£2,191	...	No. 12 of 1/-=48 cents	\$84 sellers
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$42,936}	Dr. \$7,481	...	\$1.75 for year ending 31.12.08	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$66,806 \$60,000}	\$80,108	...	None	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$18,442 \$18,442}	\$345,163	...	Interim of 1/1 for account 1909	\$56 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 100,000}	Tls. 6,161	6 1/2%	Final of Tls. 1/4 for year ending 31.4.09	Tls. 98 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,872 Tls. 50,000 Tls. 155,000}	Tls. 22,818	6 1/2%	Final of Tls. 6 making Tls. 10 for 1908	Tls. 147 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$1,000 \$10,000}	Tls. 4,134	5 1/2%	Tls. 6 for year ending 29.12.09	Tls. 105 buyers
Central Stores, Limited	12,000	£5	£5	{ £50,000 \$10,000 \$10,000}	£24,011	...	\$1.20 on old and 60 cents on first new issue	\$172 buyers
Hongkong Hotel Company, Limited	8,000	£5	£5	{ £14,178 \$10,000 \$10,000}	£19,272	...	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$72 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	£10	£10	{ \$10,000 \$10,000 \$10,000}	\$26,475	...	Interim of 3/- for account 1909	\$43 now
Humphrey Estate & Finance Company, Limited	150,000	£10	£10	{ \$10,000 \$10,000 \$10,000}	\$5,186	...	60 cents for 1908	\$104 sellers
Kowloon Land and Building Company, Limited	6,000	\$250	\$20	{ none}	\$14 for 1908	...	...	\$93 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,188,045 Tls. 100,000 none}	Tls. 142,404	6 1/2%	Interim of Tls. 3 for account 1909	Tls. 120 sellers
West Point Building Company, Limited	12,000	\$50	\$20	{ Tls. 100,000 none}	\$1,603	8 1/2%	Interim of \$4 for account 1909	\$44
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939}	Tls. 8,830	...	Tls. 5 for year ended 31.10. 1908	Tls. 137 1/2 b.
Hongkong Cotton Spinning, Weaving and Dying Company, Limited	125,000	£10	£10	{ \$80,000 Tls. 100,000 Tls. 500}	£61,138	...	50 cents for year ended 31.7.08	\$64 1/2 a. and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 none Tls. 500}	Tls. 8,172	...	Tls. 6 for year ended 30.9.06 (8%)	Tls. 89
Lanuk-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 500}	Tls. 4,830	...	Tls. 4 for 1908	Tls. 111
Say Chia Cotton Spinning Company, Limited	12,000	Tls. 500	Tls. 500	{ Tls. 51,172}	Tls. 15,011	...	Tls. 50 for 1906	Tls. 163 buyers
MISCELLANEOUS.								
Bell's Asbestos Master Agency, Limited	8,000	£1/8	£1/8	{ £1,500 \$10,000}	£648	9%	15% per share for 1908	\$10 buyers
China-Borneo Company, Limited	60,000	£10	£10	{ Nil none}	Nil	...	\$1.20 or 1908	\$12 buyers
China Light and Power Company, Limited Do. Do. special shares	50,000	£10	£10	{ £1,000 \$10,000 \$10,000}	£61,138	...	50 cents for year ended 31.12.06	\$64 sellers
China Provident Loan & Mortgage Company, Ltd.	181,600	£10	£10	{ \$10,000 \$10,000 \$10,000}	£24,017	...	80 cents for 1908	\$64 sellers
Dairy Farm Company, Limited	40,000	£7 1/2	£7 1/2	{ £10,000 \$10,000 \$10,000}	£4,740	...	\$1.50 for year ending 31.7.05	\$18 buyers
Green Island Cement Company, Limited	400,000	£10	£10	{ \$10,000 \$10,000 \$10,000}	£5,753	10 1/2%	Final of 50 cents making 90 cents for 1908 80 cents for year ending 31.12.08	\$870 sellers \$12
H. Price & Company, Limited	12,000	£10	£10	{ \$10,000 \$10,000 \$10,000}	£3,750	8 1/2%	...	...
Hongkong Electric Company, Limited	60,000	£10	£10	{ none}	£5,195	6%	2/- and bonus 20 cents for year ending 29.7.09	\$20 1/2 buyers
Hongkong Ice Company	5,000	£5	£5	{ none}	£1,105	10%	Interim of 2/- for account 1909	\$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	{ \$10,000 \$10,000 \$10,000}	£7,610	8 1/2%	Interim of 5/- for account 1909	\$23 buyers
Maastrichtspoor tot Mijn. Bosch en Landbouwexp. plooiat in Langka, Limited	51,000	£10	£10	{ £10,000 \$10,000 \$10,000}	£8,100	...	...	...
Peak Tramways Company, Limited	15,000	£10	£10	{ £10,000 \$10,000 \$10,000}	£13,685	7 1/2%	Third quarterly of Tls. 1/4 for account 1909	Tls. 850
Peak Tramways Company (new)	15,000	£10	£10	{ £10,000 \$10,000 \$10,000}	£13,685	6%	80 cents on fully paid shares and 8 cents on 5/- paid shares for year ended 30.4.09	\$14
Philippine Company, Limited	75,000	£10	£10	{ none}	£18,640	3 1/2%	5/- paid shares for year ended 30.4.09	\$14
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,880 Tls. 75,000 none}	Tls. 5,350	4 1/2%	Final Tls. 5 making Tls. 8 for 1908	\$163 sales
South China Moring Post, Limited	6,000	£5	£5	{ none}	None	7 1/2%	...	\$23 sales